CHARACTERISTICS OF THE AGED FATHER-IN-LAW OF EUROPE.

Ruler of Denmark Famous for His Democratic Manners and His Extraordinary Physical Vigor.

W. E. Curtis's Copenhagen Letter in Chicago Record-Herald. King Christian, of Denmark, is called "the father-in-law of Europe," because his children and grandchildren occupy and will inherit so many thrones. He has six sons and daughters. Frederick, his firstborn, the crown prince of Denmark, married the daughter of the King of Sweden ty. and Norway; Alexandra, his eldest daugh- | tered the hallway of the actress's residence ter, is Queen of England; George, his second son, is King of Greece and married | ly, and then, turning to the agitated | Olga, the sister of the late Czar of Russia; Dagmar, his second daughter, was the wife of Alexander III of Russia and is now dowager czarina of that empire; Thyra, the third daughter, is the wife of the Duko of Cumberland and Brunswick, heir to the throne of those kingdoms, which he would already occupy had it not been for the objections of the late Prince Bismarck; tion, in April last, the opposition, consist-Valdemar, the youngest of the Danish princes, married Marie, daughter of the Duke of Orleans, pretender to the throne of France. No such combination of royalties ever centered before in a single his House of Commons, but refuses to family.

Christian, the grandson of the King and heir apparent to the Danish throne, married the Princess Alexandrine of Germany | cession of many thousands of men marched and they have a son, Frederick, who was born two years ago last March. Charles, the King. The next time we will beat the another grandson, is the husband of the Princess Maud of Wales, daughter of the King of England. Cnarlotte, a granddaughter, is the wife of Prince Carl of Sweden, and there are five grandchildren

King Christian is also famous for the simplicity of his life, his democratic manners, his physical vigor and his great age. He is now eighty-four years old. His gold-en wedding was celebrated in 1892. His wife, the late Queen Louise, died in September, 1893, at the age of eighty-one and, is perhaps still the most vigorous old man in Europe, without a pain or an ache, and very few gray bairs. The other day he said to his valet, who offered to assist him in dressing: "When I grow old you may help me, but as yet, thank God, I am able to help my self."

HIS DAILY ROUTINE. Just at present the King is spending a few weeks at the springs of Wiesbaden, Germany, and from there will visit his son-in-law, the Duke of Cumberland, but when he is at home he spends at least eight hours. Middle Ages and up to the last century, but they have become an agricultural people, and their activity is devoted to making buthe is at home he spends at least eight hours a day in labor as taxing as that performed Denmark could not fight any nation but by any man in Denmark. He cats a simple, selltary breakfast of porridge and milk in a little dining room on the ground floor of Amalienborg Palace at 8 o'clock each morn-ing, winter and summer; then reads the newspapers and attends to his voluminous correspondence until 11 o'clock, when he al-ways appears at a certain window to watch the guard mount and military parade in the plaza in front of the palace. When the colors are saluted he bows his head in reverence and will not permit himself to be interrupted until the parade is quite over. when he returns to his study, where he receives his ministers for an hour and a half or two hours daily and talks over with

them the affairs of state. The family meets at luncheon at 1 o'clock. Prince Valdemar, his youngest son, and his five children, the eldest of whom is fourteen, live with the King, and his companlonship with these youngsters is one of the most admirable traits of his character. Axel, the second son, is twelve; Eric, ten; Vigo, seven, and Helene, five. For an hour or more after luncheon the old King devotes himself to them, and then in pleasant weather at 2:30 or 3 o'clock he goes out for a walk or spends an hour in horseback riding in one of the many beautiful parks of Copenhagen, always accompanied by Upon his return to the castle he spends the remainder of the day attending to business matters until 6 o'clock, when he dresses | Columbia shortly afterward followed Michfor dinner. The people of Denmark consider this a great eccentricity, for their dress clothes are by no means worn on comparatively short time most of the great ordinary occasions, but are kept for high universities situated near the lakes or the and serious functions like funerals, wed-

dings and balls. The royal dinner is as simple as that of the ordinary burgher-a plate of soup, a roast with vegetables and a pudding with After dinner in the summer days, when twilight lasts until 9 or 10 o'clock, the King usually goes to the stables and his grandcalldren accompany him. This daily visit is expected by the horses. They all know him. As soon as he enters the stable court they are released from their stalls and surround him to be petted. He pats their necks and strokes their manes, and they rub their noses affectionately against his cheek. He and the children carry their pockets full of sugar, which is fed to the animals and is expected by them. The King is said to be the best horseman in Denmark, and, aithough eighty-four years old, is in the saddle almost daily, riding at a rapid pace, and frequently driving a four-in-hand. At 9:30 or 10 o'clock, seldom later than the latter hour, the family assembles in the

culations necessary to the proper design of ships. The work consists in lectures and King's apartment for a cup of tea and "smorrebrod," the Danish bread and butter, and the King always drinks a long recitations, drawing and using the mold glass of beer before retiring, thus closing tests is contemplated by the regents, and his simple, busy day. During the long winter evenings he plays whist and other games with his grandchildren. LIKE ORDINARY CITIZEN.

panied by a Gordon setter, his favorite with an apparatus for making models of through the market house, wanders in the mon people, where they have a pantomime | ent forms of propellers. and music, merry-go-rounds and other attractions. He stops on the sidewalk to chat with acquaintances, inspects the work on buildings that are being erected, frequently visits the docks, and it is said that no citizen of Copenhagen is so familiar with the affairs of that city as he. He can often be seen at a table of one of the outdoor cafes drinking a glass of beer and eating a slice of black bread with an acquaintance. He knows all the flower beds in the parks, and in the springtime watches the development of life and gosslps with the gardeners about the early foliage and blossoms. No man is too humble to address his Majesty in the street. The right | of our rapidly growing merchant marine of familiar petition has been recognized for | graduates of the department will undoubthalf a century, and he frequently jots down notes of information thus gathered in a little red, gilt-edged memorandum book. which is familiar to his ministers. Last spring the old gentleman was knocked down by a bicycle in front of the

city hall, and the scorcher, wno first found his feet, began to abuse him for his stupidity and awkardness in getting in the way. Prince Valdemar assisted the king to his feet, recovered his hat, brushed the dust off his clothing, and then turning to the man, who was evidently a stranger, said

"Do you know whom you are talking to?" "He is a stupid old man to get in my way | and deserves to be knocked down," was

the reply. "He is King Christian." said the prince, and the astorished wheelman would have been down on his knees beseeching pardon if the kind-hearted old king had not pre-

Christian was not always a king.. Until 1863 he was only a captain in the guards. as poor as any officer in the army of Denmark. He lived in an old house on Amalia gade (Amalia street), where his wife and his daughters did the housework, made their own clothes, until Alexandra, the present Queen of England, was nineteen years old, and his stater, dowager Empress of Russia, was eighteen, when the change came. His salary as captain was his only support, and it was less than that paid to a second lieutenant in the army of the United States-only a few hundred dollars a year. When King Frederick VII died childless and leaving no heirs, Parliament was obliged to search for a successor to the throne, and to his own surprise and to the surprise of the public, Christian, Duke of Glyksborg, was found to be the nearest relation-a sort of fortleth cousin of the late King. His wife, the late Queen Louise, was related to the Duke of Hesse-Cassel of Germany. At the time he was proclaimed king the family was fiving in the little village of Bernstorff, about five miles from Copenhagen, where he was performing the ordinary duties of a captain of in-

INCLINED TO BE STUBBORN. But he has been King of Denmark ever since he ascended the throne, and is noted for his stubborn disposition, which is quite as strongly developed as his simplicity of character. He has allowed his ministers to but has directed its policy himself, and many amusing stories are told of his pecultarities in this respect. He hated a function and a speech, and the people have learned to make their ceremonies

and their addresses as brief as possible

when the King is expected, because as

soon as he thinks the proceedings have

lasted long enough he calmly arises and

terminates them, no matter what is going

stickler for etiquette, and so is the King for that matter. He insists upon the punctual observance of every formulity

from others, although he neglects every-

thing of the kind himself. He requires the officers of his army to be scrupulous concerning their uniforms, their salutes

and their decorations; and the officers of

the court are always in a state of anxiety

example himself.

servant, he asked:

lest the King should detect them in some delinquency. But he sets them a very poor

Notwithstanding his age, his dignity and

his punctiliousness, there is a good deal

of fun in the old King yet. An amusing

story is told of his admiration for an

actress who turned the heads of all the

young men in Denmark. His Majesty was

One afternoon when the King en-

one of her most ardent admirers, and did

he recognized a hat that lay upon the table. Picking it up he examined it close-

"Ya!" answered the maid, "and Prince

The King said that he would not interfere

Just now the King and Parliament are at

odds, and, although he is probably the most

popular monarch in Europe personally, the

ing of the Liberals, Radicals and Social-

ists, elected 132 out of 140 members of the

lower House of Parliament, leaving but

eight Conservatives, of whom three are

disaffected toward the government. Thus

change his policy and still retains the Con-

servative Ministry in power. The latter

part of May there was a popular political

"At the last election we left eight with

Conservative minority, and the crown prince within the last few weeks has pub-

stubborness and intimates that the present

policy will be indefinitely extended. Unless

withhold all appropriations of money until

his Majesty yields and permits the ma-

jority to administer the affairs of the gov-

The chief complaint against the Ministry

is its tendency to militarism, and its extrav-

navy and building fortresses and ships which the people think are useless. Den-

mark is not a military country. The Danes

ter and beer and raising poultry and hay.

Holland, or Belgium, or Portugal, even if

she wanted a war, and the great nations of

Europe would not permit her to be at-

army and navy are unnecessary, and that

the money spent in their support is wasted.

The people are rich and prosperous. There is plenty of work and plenty of money, although wages are small and interest is low.

The cost of living is much less in Denmark

than in most other countries. The people

are famous for thrift and frugality, and al-

though they are able to pay their taxes,

TO TEACH SHIPBUILDING.

New Department Established at Uni-

versity of Michigan.

which gave the course-Cornell and the

Massachusetts Institute of Technology.

igan's lead, and the chances are that in a

comparatively short time most of the great

The department at Ann Arbor is under

the charge of Prof. Sadler, who is widely

known in scientific circles, and under his

efficient direction it bids fair to assume a

very important place in university work.

Although it has been in operation only a

year, the number of students applying for

the work has already exceeded the ex-

pectation of the university authorities.

contains all the necessary apparatus for

planimeters and integrators, and there is

a "mold loft" for laying out the vessels on

a full-sized scale. Instruction is given in

The erection of a tank for experimental

nasium on the south. It would be fitted

the different types of vessels, and an ar-

rangement for towing these models and registering the amount of their resistance, speed, etc. The use of the tank would be

invaluable to students in studying all ques-

tions relating to propulsion and the differ-

The shipping on the lakes will be of

great advantage to the department, and

visits will be made by the classes to various

shipyards to study the actual work in

shed each student will be required to

design some vessel to fulfill given condi-

tions; as for instance, a fast terpedo boat,

an Atlantic liner, or a private yacht. He

will have to make all the calculations con-

nected with the design, draw a complete

set of working plans, and make out an or-

der form and speifications. The course

will be thoroughly practical and of great

value to the student, and in these days

edly find little or no trouble in getting good

Professor Herbert Charles Sadler is ad-

department. Although still a young man,

he has already demonstrated his ability to

tion and shipbuilding. He was born in

England in 1872, graduated at Dulwich Col-

lege, and then entered the University of

gree of B. S. He was appointed assistant

professor of naval architecture at Glas-

gow in 1896, and was associated privately

of the time. He has contributed many

able articles on subjects relating to his

profession to different scientific journals,

Architects in London, of the Institute of

Naval Architects and Marine Engineers of

Shipbuilders of Scotland, and other simi-

A fact that will be of special interest to

professor, and unstinted praise was award-

The Migration.

And the leaf hangs red,

And the day is dead.

With glimmer and spring

The snowflakes blow

And the shadows fall,

And echoing cries

Love's birds flew in

To our glad eyes.

In the autumn grey,

Love's birds, by night,

Ah, summer swung low;

But a touch unknown

And the rose was blown!

Let us close the door,

Tired Heart, no more!

-Aethur Stringer.

And the year was dead.

Farewell, lost year;

No more can we love. . .

Unknown to us,

All flew away.

member of the Institute of Naval

situations.

far organizations.

ed him for his efforts.

loft, tests of resistance, etc.

they do not want the money wasted.

Detroit Free Press.

tacked. Hence the people argue that the

political opposition to him in his own coun-

'Ach, is mine Frederick here?"

Christian is also here, your Majesty.'

with the fun of the boys and retired.

The late Queen Louise was a great

Sanguinary Combat Between Train Crew, Travelers and Countless Millions of Worms and Flies.

ROUT AN ENGINEER AND BLACK

FLIES ROUT THE PASSENGERS.

Lewiston (Me.) Letter in New York Trib-Railroading in Maine has not been withthe trains on the Canadian Pacific railroad were very late, and the story went out cars, and left the worms and the insects that a terrible accident had happened near Megantic, near the western border of rups for miles through the wilderness of at last the train got over the grade and northern Maine, the report could not be Jackman their faces were so swollen that verified at first. A press telegram was sent | they could barely open their eyes sufout, stating that the Colonist Limited had gone through the bridge, and that large numbers had been killed, but at last the overdue train arrived at Jackman station, and the story was told. Before any person the train would say a word he first It Is Denounced as Useless by a Commade a rush to the general store near the try is radical and determined. At the elec- Jackman station and bought a bottle of some emolient. As the passengers rubbed the soothing compound on the buiging blotches of mosquito bites and on the red rash that marked the punishment dealt by black flies and minges they related their

It seems that when the train, composed of heavily loaded colonist cars, struck the foot of a steep grade, the engineer noticed demonstration in Copenhagen, and a prothat the drivers began to slip and grind in by the palace windows, carrying banners a somewhat unaccountable fashion. The engineer leaned out of the cab and saw that numerous green worms were crawling on the sleepers and the rails. He yanked Association and president of the Naval This significant pronunciamento, howthe sand lever and set the throttle up a Arch Association. Professionally he is a ever, has made no difference in King Christian's disposition of policy. He still re-fuses to appoint a Liberal Ministry. The notch or so. The great wheels came flog- patent lawyer. He has made a specialty ging down on the rails and the engine of naval ordnance, having acted for the government still remains in control of the rocked and trembled, but as the grade grew | United States more than once in important steeper the locomotive labored more ineflished, over his own signature, an article which defends and justifies his father's fectually.

for a quarter of a mile is a trestle over of the flying squadron, Mr. Benjamin of Parliament, the Liberals intend to Moxie brook. As the engine puffed and snorted toward the end of this trestle, slipping, grinding, jerking ahead and then almost slowing to a standstill, the engineer gar Stanton Maclay. The title was a misnoticed that the green worms were growing | nomer, for the book is not a history of the more numerous. Behind they had been in agance in maintaining a large army and patches and thin processions like the stragglers behind an army, but at the end of naval officer, nor to have received naval have a splendid record for fighting in the the trestle and along the viaduct as far as the eye could distinguish them they were packing rails and sleepers like a carpet of of the traditions, personnel, and inner life moving, undulating green. It was evident of the service, and only the most meager that the worm army wanted to go somewhere and was using the trestle of the an exodus. For every one squashed by the engine wheels two more took his place on the rails, and before the trestle was reached the wheels of the locomotive gave a last despairing buzz on the slippery rails and then the train jerked to a standstill. The weight of the cars even pulled the locomotive back a bit ere the brakes would take

> The conductor came forward along the side of the train, scuffling through the sand of the roadbed and stepping gingerly through the patches of crawling worms. He found the engineer out by the side of the engine gazing with intense disgust at | and thus, despite the total absence of sense the forbidding mess that was smeared over yellow streams from the rims of the wheels. The conductor and engineer stood there a moment passing florid comments on the situation, and as they talked they kicked out first one leg and then the other in order to shake off the determined crawlers who insisted on a tour of investigation. A few passengers, seeing these queer antics, started to come forward, but there

were too many worms in sight. ENGINEER'S PLAN FAILED The engineer thought that he could run back a mile or so and get enough momentum to run over and through the mess. He looking for any of Coxey's army on the rails, and, therefore, had not taken the grade at very determined speed. So the train was backed two miles. Then the engimuch of the worm lubricant as he could. every pound of steam and with sand valve pulled up to the limit, he slammed to the foot of the grade. But half way up he saw that his charge was going to be without avail. His first onslaught on the hosts had left the rails smeared and slimy. Since recklessly over the bodies of the slain. These later arrivals were crushed into the mess left by the first victims. Even the sand worms could not cut the coating so comotive came to a halt with its pllot just poked over the first sleepers of the trestle. engineer suggested that he take the coil of hose in the cab, hitch it to one of the cocks and sweep the rails with water. This recourse was tried. But as soon as the water began to run each worm halted and clung with all its legs to rail or sleeper. He was able to flatten himself in such fashion that Prof. Sadler hopes that before long such a the water sluiced over him ineffectually. tank may be constructed on the campus. As soon as the stream stopped the worm At present there is only one in the country | placidly resumed his course. The water in -that at the Washington navy yard. The the tender couldn't be wasted in this fashtank would be about 400 feet long by 12 feet ion. for steam must be kept up. deep, and could be placed near the gym-

It was then suggested that the train wall patiently until the worm army had crossed over, but after watching the progress of a sample worm for a few moments the conductor decided that this would not do. The worm did not hike right along nor did any of his fellows. Each hitched and undulated for an inch or so and then used up valuable time in reconnoitering. The worm lifted his head, jabbed his stubby snout first to right and then to left, and took a long and contemplative survey. Then he hitched along a few more inches and repeated the leisurely survey. The situation was worse than that of a trolley car behind a water-

progress there. Before the course is finng cart in a narrow street. THE BROOM BRIGADE AT WORK. One of the passengers on the train, a Western farmer, going back to his old home in Germany for a summer visit, said volunteered. Getting the train out of its mirably fitted for his position as head of the cope with the great problems of navigawithes into brooms for the use of the oth- an admiral of the United States navy sudthe trestle, sweeping away for dear life. Glasgow, from which institution he was with worms. They pattered like green rain | common fairness and decency, if not pagraduated seven years ago with the deon the leaves of the trees below. To be sure, there was a quarter of a mile fairly easy proposition. Here, however, en- destroys all dependence upon the discrimiwith the most eminent naval architects sued a complication. The complication first | nation, judicial poise and impartiality of ackled the men who went into the bushes | the author.' after the withes. Up from their retreats came the black flies, the minges and the mosquitoes. They chased the enoppers out of the woods and then fell upon the men | Philadelphia Press. who were sweeping the tracks. America, of the Institute of Engineers and A person who has never been in the Maine woods cannot understand the tortures that these little terrors inflict. They are at their worst in July. Persons who do not under-Americans is that it was to Professor Sadstand those things may think it sounds ler that the survey of the City of Paris puerile and cowardly for a man to admit was instrusted when she was stranded on that black flies have "driven him." the Manacles. The work was done so well that the attention of naval architects all even hardened woodsmen and guides will not venture into the woods in June and over the world was called to the young July until they have smeared their leather

> BLACK FLIES TAKE A HAND. The passengers and the train orew were wholly unsued to the pests of the Maine | The nightingale forest. Many of them were from cities, and if black flies ever laugh, these terrors of the Moxle must have chortled when they espied the fair white skins of these strangers who had suddenly dropped among them like manna from heaven. By the wireless telegraphy in use in insect land the news was sent abroad, and clouds of pests came winging in over valley and hill. Mosquitoes | That saw my youth undone. arrived and went away in content. Black lies splotched the faces of the toilers. These lies do not fear any movement of man, they settle on the face and hands in Broke their sort grace afar! patches. Their bite is acute agony. They All consecrate. aust use saws where mosquitoes use drills, to judge from the sensation. Each worm sweeper was followed by clouds of these files, streaming out behind

tides with grease and tar and other com-

in the air like bannerets. The minges, such tiny specks as to be hardly visible, came, too, and burrowed in the skin in all the claims that had not been staked out by their bigger brothers. The sting of a minge is not a whit less agonizing than the bite of As the workers perspired the plague grew worse. At last fully half the men threw

down their brooms and ran for the shelter

of the cars, fairly screaming with the torture the insects were inflicting upon them. Only a sportsman who has been in the Maine woods during the summer can understand how infernal this insect persecution is. Other passengers worked on, wielding the broom with one hand and swatting flies with the other. It was necessary to keep one or both hands whirling constantly around the head in order to escape being eaten alive. But fighting the pests was about like kicking against a breeze. The natural relief from such ineffectual warfare is to swear. So the passengers swore and swatted and swept, and swept and swatted and swore, their perspiring faces puffing out its incidents lately. A short time ago | redly with the poison that the insects were pumping into them. At last even the bravmasters of the trestle. The lilliputians Maine. As the line of the Canadian Pacific | the fight on the worms was resumed, and away. But when the passengers got off at ficiently to see the way to the store where an enterprising Yankee keeps face lotions.

#### MACLAY'S BOOK.

petent Authority.

In the New York Independent of July 25, there appeared an article by Park Benjamin, entitled "'History' and Rear Admiral Schley." Mr. Benjamin is a graduate of the United States Naval Academy, and has been in close touch with the navy for thirty-eight years, although he resigned his commission some time ago. He has written much on the subject of the Nation's sea forces, one of his well-known books being "The United States Naval Academy," published last year. He is vice president of the Naval Academy Alumni

After briefly reviewing Schley's career up At the top of the grade and continuing to the time of his appointment at the head

"In April, 1898, when the war began, there had been published in two volumes a socalled 'History of the Navy,' by Mr. Ednavy in any proper sense of the term, but a author does not appear to have been a training; and, in fact, he frankly relies for technical assistance upon a naval lieutenant. He shows practically no knowledge information concerning the causes and influences affecting its development and growth. He compiled, however, a narrative of its battles and principal voyages, extending up to the close of the civil war, with a brief addition relative to the new navy. The book had no claim to be called literature, in which respect it differed from Fenimore Cooper's 'History of the Navy,' published about 1839; but, as it covered a period of over half a century following Cooper's time, it served a purpose as a handy compendium of naval facts for present popular reference. "Having, besides, the negative merit of

was thought adapted for use as a text-book.

of historical perspective or proportion his running gear and even dripped in thick | which characterizes it, it became included in the curriculum of the second class of cadets at the United States Naval Academy. This has given it a certain prominence over other histories, covering a similar field, and has led to the claim that it is the standard officially-crowned history of the navy. "A third volume of this work has just appeared, which, out of its total of 430 pages, devotes some 400 to an account of the naval operations of the Spanish war. As nearly every combatant of note in that conflict fought his battles o'er again in the magazines, and as journalists and trained writers galore have described it in books of all sorts and sizes, it is not clear at first sight why still another contemporary record was needed; for certainly it seems that hisaccount compiled at second hand by a nonparticipant could hardly riva! in interest After Mr. Benjamin has commented upon the writer of the naval history having delayed his book for a long time to have the officers who took part in the battles recounted, he discusses as follows what he calls Mr. Maclay's "presumably impartial discussion of Rear Admiral Schley: "As is well known, the principal occurrences in which that officer took part, and then new batches of worms had crawled | three in number; first, his temporary withdrawal from before Santiago on account of lack of coal; second, his reconnoissance of the defenses and Spanish ships in Santiago harbor, and, third, the behavior of the Brooklyn during the battle, notably in describing a loop before beginning her west-ward chase of Cervera's ships. As is also well known, no charges have been filed against Rear Admiral Schley growing out of these events, and not even an official reprimand is of record against him. He has been promoted to the grade of rear adreward bestowed on other officers (advancement in numbers in his grade), and long after the controversy concerning him had his rank-the command of the South Atlantic squadron-which he has only just relinquished. In brief, so far as anything to Admiral Schley during forty-five years of honorable service has steadily advanced to the highest official honors open to the naval officer in the regular course of his profession.

Here the writer of the magazine article interpolates several questions from Maclay's History, one about the temporary withdrawal from Santiago, another about the reconnoissance at Santiago, and a third regarding the "loop" of the Brook-lyn. This last extract is as follows: "Schley hastily ordered the heim aport, 'But that will carry us into the Texas.' said the officer. 'Let the Texas take care of herself,' was the heartless reply, and the shameful spectacle of an American warship, supported by a force superior to the enemy's-a warship whose commander had expended such vast quantities of amof a fashionable hotel at Hampton Roads n order to meet a worthy fee-deliberately turning tail and running away, was presented. \* \* \* Cervera nobly threw down the gauntlet. Schley cravenly declined to

In regard to the above, Mr. Benjamin writes: "Comment upon such language as this, and there is much more of it, is needless, Hard as it is to conceive, nevertheless it may be that after all these years of service ers. In ten minutes fifty men were out on | denly perpetrated military crimes of the gravest sort; but until this is established The air below the framework was filled by the verdict of a competent tribunal triotism, should have prevented the use of such terms. Of course, this ends the utility of trestle to clean, but it seemed like a | of Mr. Maclay's book as a history, since it

### Worse.

"I'm good to coserve that Mr. De Kanter has turned over a new leaf," remarked Mrs. Borden. "How do you mean, ma'am?" inquired the observant chambermaid. "He hasn't left his shoes on the hat-rack these last few nights."
"No, ma'am, but you'd ought to see how muddy his sheets are."

## Ad Astra.

Love, you are late. Yea, while the rose leaves fall in showers against the moonlit graden wall, My firm hand shuts the gate. Has worn himself with pleading; The fountains silvered tears are interceding, But what is their avail?

Love, you are late. Long stood the postern wide With all my morning-glories twined; inside Bird called to bird for mate. Noon and the sun, The loves of bees and flowers. With folded hands unclaimed I marked the

Then evening star And coming of the moon! I chose my white path there And took the withered roses from my hair. 19:30 Open on four sides and electric fan service makes this a cool store

Good Rich Soda Served in Basement.

Indiana's Greatest Dry Goods Emporium.

This Store Closes Friday Noon at 12:39 during July and August.



A GREAT SKIRT OPPORTUNITY

Made of homespun cloth in gray, blue, brown and Oxford. Style-seven gored with a graduated flounce trimmed with band of taffeta silk with eight rows of stitching, unlined ex--Second Floor. cept the flounce. Very light in weight.

## Silks

A purchase from a local manufacturer having a lot of odds and ends -the accumulation of the past season's business-he calls them scraps. Nothing in the lot over 3 yards, some as small as 1/2 yard, all first-class quality and desirable styles in plain and tancy colors and black, suitable for linings, facings, trimmings and shirtwaists. We bought the lot for a mere song. Look them over, you are sure to find something you can use, and the price is LESS THAN HALF REAL VALUE. -On Silk Bargain Counter, Center Aisle.

#### Linens and White Goods

Heavy Cotton Towels, bleached

Six for 15c Hemmed Huck Towels, the 10c ind, attended Napkins, the 85c 65c kind, Monday, a dozen..... Cream Table Linen, regular at 18c 25c, Monday, a yard..... White Dotted Dimity, the 22c 15c Embroidered Swiss, worth 60c, 35c now, a yard..... 40-inch White Lawn, worth 10c, 7c now, a yard.....

## Black Dress Goods

······

All-wool Albatross and all-wool Storm Serge, 50c goods, a All-wool Granite Cloth, 69c value, 49c New weave all-wool plain goods, called Melrose, 89c quality, a All black plaid-back Melton, for unlined skirts, a beautiful \$2 \$1.50 cloth, at, a yard..... -West Aisle.

# Men's Summer Wear

Men's blue balbriggan Undershirts and Drawers, regular 50c, special, 39c Men's full seamless fast-colored fancy cotion Hose, with double heels and toes, colors and black with 12½ c The Palms (instr.)...... Men's extra size Negligee Shirts, made of fast-colored percale, sizes 171/2, 39c 18, 1812, a 75c shirt, for..... ·- East Aisle.

OPENING SALE

# Wall Paper

7,000 rolls of Wall Paper at the following prices per roll-

3c, 4c, 5c, 6c, 8c Borders to match, per roll-5c, 8c, 10c, 121/2c, 15c

-Third Floor.

# Summer Hatsfor Ladies

The most popular Outing Hat this summer are those of white pique, with wide protective brims, some plain, others trimmed with Batavia and Roman scarf-light in weight, cool and inexpensive.

59c and \$1.25

# Light-Weight Hosiery

Ladies' fast black seamless lace Hose, silk finish, with high spliced 15c Ladies' tan colored lace lisle 35c Children's fine ribbed Oxford color Hose. full regular made, with extra spliced heels and toes, double knees, a 6c

-East Aisle. ······

### Cut Glass

On sale this Monday morning a lot of cut glass all first quality, perfect color and new cuttings at about half the regular prices. If you have to make a present within

the next six months it will pay to select Cut Glass Bowls, regular price, \$4.75 to

\$3.25, \$3.98, \$5.98 Nappies, regular price \$4 to \$6.50, at

\$2.98, \$3.75, \$4.50 Olive Dishes, worth \$2.75, at.......\$1.85

Sugars and Creamers, worth \$7.50,

# Music

Dream of Paradise (vocal) Angels' Serenade (vocal) ... The Flower Song (instr.) | Per Copy

OPENING SALE

# Art Department

25c Tapestry Pillow Tops .. 48c Dresser Scarfs with three mats . 25c \$3.50 Leather Indian Pillows ..... \$1.98 See the new Gainsborough Pillow Tops and Backs at 50c. -Second Floor.

Pettis Dry Goods Co.

#### Wash Goods Sheer Lawns, in figures, stripes and

dots, all colors, warranted fast 31/2 C worth 6%c, now, a yard...... Lawns-Another 100 pieces just received, in white, black and tinted grounds with figures and stripes, at, a 5c Plisse Crepon, in shirtwaist designs, blue, pink and lavender stripes 71/2 C Dimities and Batistes-choicest designs of the senson-50 pieces, pinks 15c and blues, at, a yard ..... Fine imported Mohair Stripes, Silk Dimities and French Organdies, were and 50c, now, a Imported Printed Swiss, was 50c a yard, on west bargain table, at a 121/20 Remnants of 75c Swisses, in lengths of 5 yards and under, at, a 25c 32-inch Mercerized Chambray, in ecru, corn, green, light bive and pink, 25c

## Summer Underwear

-East and West Aisles.

35c value, at, a yard.....

Ladies' swiss ribbed silk and lisle Vests In rancy colors, a 50c value, Ladies' pure white Richelieu ribbed Vests, low neck and sleeveless, lace trimmed, 17e quality, 121/20 -Balcony, East Aisle. 

#### Summer Needs FOR TRAVELERS

Canvas Telescope, heavy straps, 49c Fiber Suit Cases, 2 sizes, 2 \$1.69 Alcohol Stoves for travelers, at 250 Just arrived, 90 cases of best Granite-ware, all white and Stransky's imported steel wares, every piece guaranteed.

\$1.15 gray granite Tea Kettles .... All white enameled Wash Basins. 10 Stransky's blue and white Preserving Kettles, 10-quart size, worth 98c

GAS HOT PLATES SPECIAL 2-burner, large (The Model)..... 1.49 3-burner, large (Long)......82.49 3-burner, large (Cloverleaf) ... 82.89

69c, 98c, \$1.29 100 and 125-lb size Iceland Refrigerators,

\$11.98, \$12.98

Whitehorse high-grade Canned Peaches, White Cherries, Pears and Pine- 25c Armour's Potted Meats at cut prices-

5c, 9c, 14c, 23c Egg Baking Powder reduced from 290

Shredded Wheat Biscuit, a pack- 9c -New Basement.

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UNION MADS

Ah, not too soon, my soul, als, not too soon Love, you are late-too late. -Thomas Waish. in the August Atlantic.

Have that old-fashioned

